



Introductions

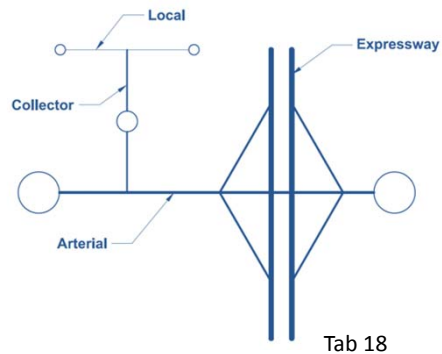
Purpose of Meeting

- I. Recap of SIG Meeting #2
- II. Recap of Public Information Meeting #2
- III. Present Preferred Alignments
 - Future County Roadway Network
- IV. Present Intersection Improvement
 - Fremont Center Road/IL Route 60
- V. Next Steps

SIG Meeting #2 - Roadway Systems and Classifications

Study Goal: Identify Long Range Transportation Demand And Transportation System Improvements

- Expressways— IDOT & Illinois Tollway
- Principal Arterials – IDOT & LCDOT
- Minor Arterials – LCDOT
- Collectors – LCDOT & Local Agencies
- Local Streets – Local Agencies



SIG Meeting #2 - Study Area Roadway System

- Principal Arterials are well defined:
 - IL Route 60
 - IL Route 83
 - Peterson Road
- Secondary Arterials and Collectors exist on perimeter of study area :
 - Fremont Center Road
 - Alleghany Road
 - Winchester Road
 - Behm Lane
- 1000+ acre study area will need street system to provide access and mobility to/from the Principal Arterial System
- Secondary Arterials and Collectors will occur in concert with long range plan as development happens

SIG Meeting #2 - Concept Improvement Alternatives

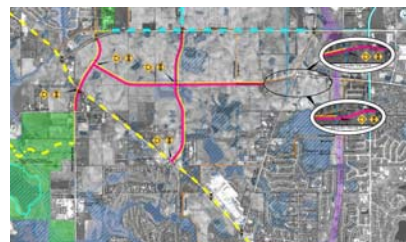
Project Study Group (PSG) Developed Alternatives



Alternative 1



Alternative 2



Alternative 3

SIG Meeting #2 - Alternatives Impact Evaluations

Qualitative Analysis:

Criteria	Alternative 1	Alternative 2	Alternative 3
Improves Intersection Safety	Yes	Yes	Yes
Improves East-West Mobility	Yes	Yes	Yes
Improves North-South Mobility	Yes	Yes	Yes
Enhances County Highway Connectivity	More	Less	More
Provides Accommodations for Pedestrians and Bicyclists	Yes	Yes	Yes
Compatibility with Area Travel Pattern	Less	Less	More
Compatibility with Existing Land Use and/or Planned Development	More	Less	More
Promotes Efficient and Flexible Future Development	More	Less	More

Quantitative Analysis:

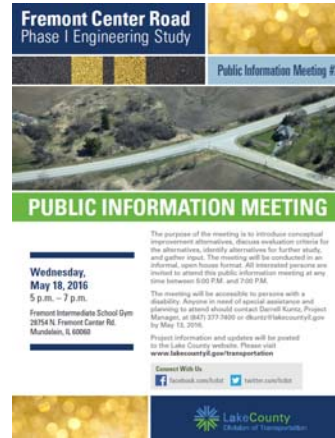
Criteria	Alternative 1	Alternative 2	Alternative 3
Anticipated Right-of-Way Acquisition – Private Property	44 Acres*	50 Acres*	46 Acres*
Potential Displacements	1 Residence	1 Residence	1 Residence
Wetlands Impacts	8 Acres	7 Acres	7 Acres
Floodplain Impacts	7 Acres	7 Acres	7 Acres

Alternatives to be Carried Forward

- PSG selected Alternatives 1 & 3 for presentation at Public Information Meeting #2
 - Alternatives 1 and Alternative 3 renamed to Alternative A and Alternative B for PIM #2
- Alternative 2 was dropped from further study

Public Information Meeting #2 - May 18, 2016

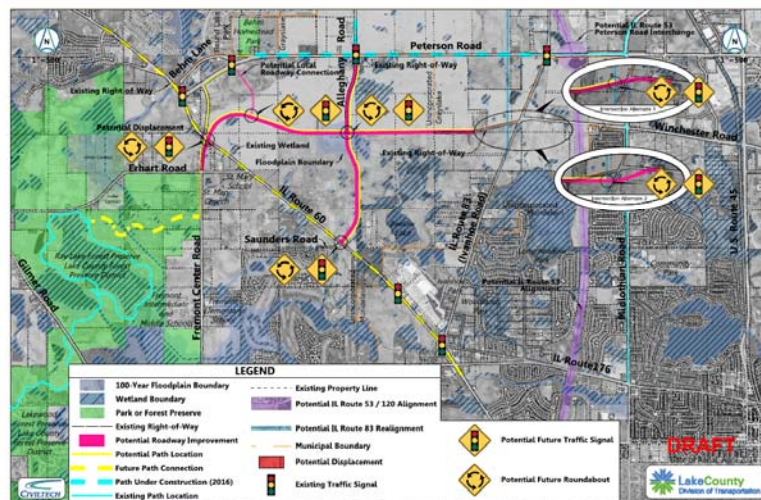
- Advertisements posted in Daily Herald and LCDOT website
- Approximately 450 written notices sent to residents, business owners and elected officials
- 108 attendees
- 24 comments received



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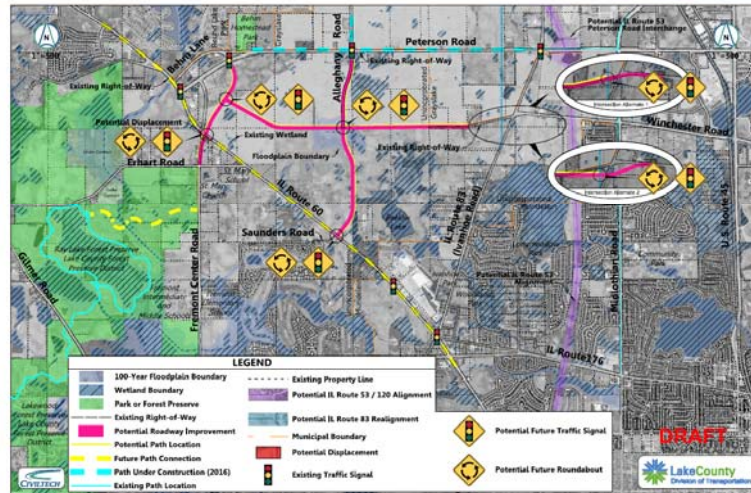
Public Information Meeting #2 - May 18, 2016

Alternative A



Public Information Meeting #2 - May 18, 2016

Alternative B



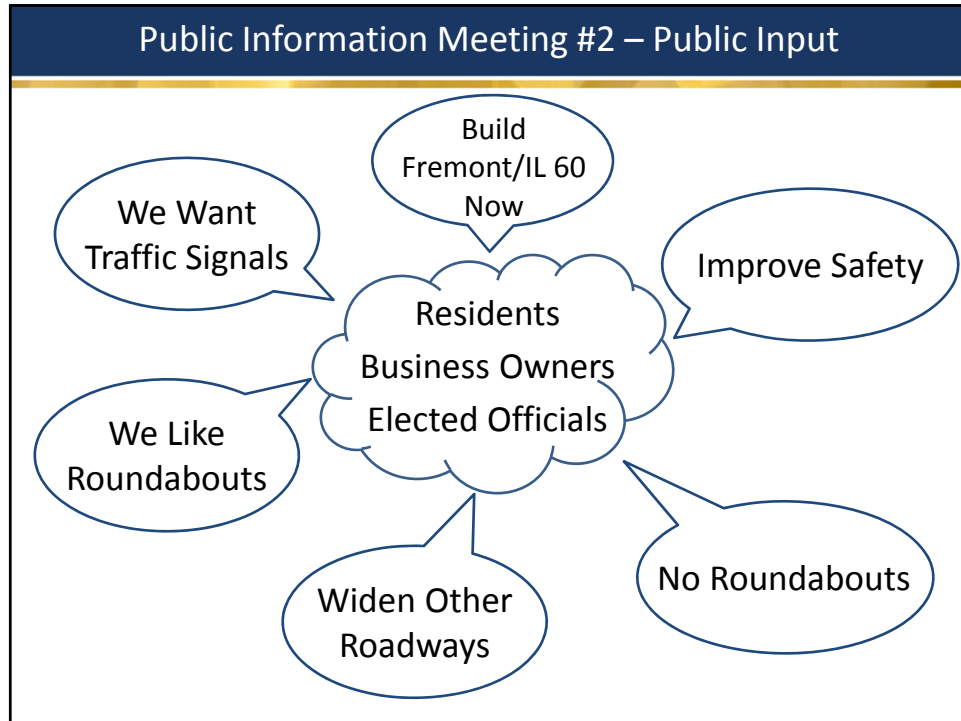
Public Information Meeting #2 - May 18, 2016

Analysis of Alternatives

Qualitative Criteria	Alternative A	Alternative B
Improves Intersection Safety	Yes	Yes
Improves East-West Mobility	Yes	Yes
Improves North-South Mobility	Yes	Yes
Enhances County Highway Connectivity	Yes	Yes
Provides Accommodations for Pedestrians and Bicyclists	Yes	Yes
Compatibility with Area Travel Pattern	Less	More
Compatibility with Existing Land Use and/or Planned Development	Yes	Yes
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* Alternative Impacts reflect IL Route 83/Winchester Road Intersection Alternate 1.
Intersection Alternate 2 results in approximately 3 additional acres of anticipated right-of-way.





Preferred Alignments

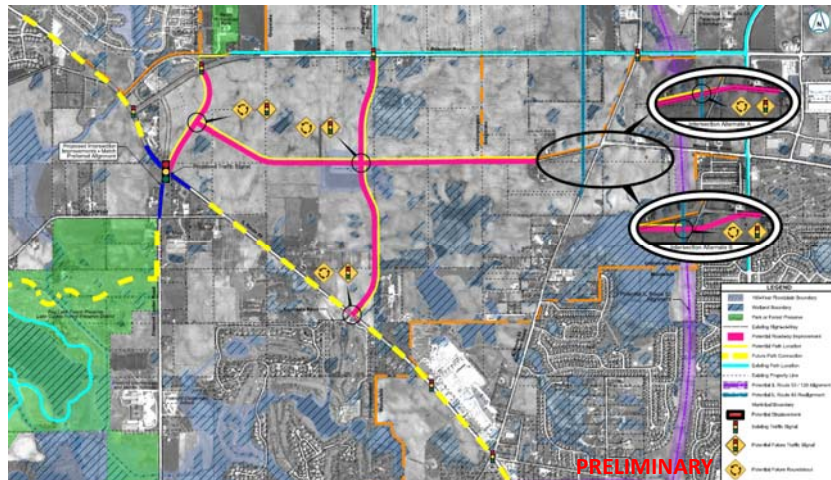
Future County Roadway Network

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Selection of Preferred Alignments

- PSG values input from Stakeholder Involvement Group meetings and Public Information Meetings
- Evaluate alternatives based on:
 - Safety Improvements
 - Transportation Performance
 - Right-of-Way Acquisition Impacts
 - Environmental Impacts

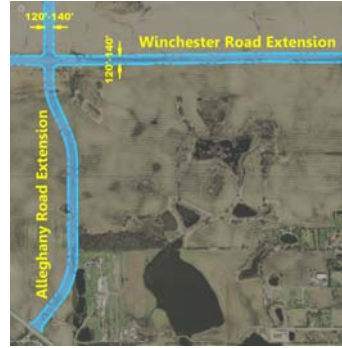
Preferred Alignments



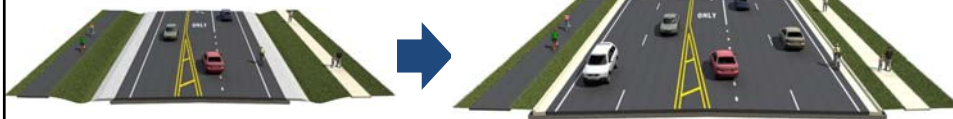
Note: Exact alignment locations are still being refined.

Preferred Alignments – Key Features

- Right-of-Way corridors minimum of 120' wide. Additional right-of-way to be included at intersections to provide required space for potential intersection treatments.
- Development within the area will dictate when the roadways will be constructed.
- A 3-lane cross section may be initially considered, however ultimately, a 5-lane cross section may be needed.
- Corridors will be wide enough to provide pedestrian and bicycle accommodations.



PRELIMINARY



Intersection Improvement

IL Route 60/Fremont Center Road

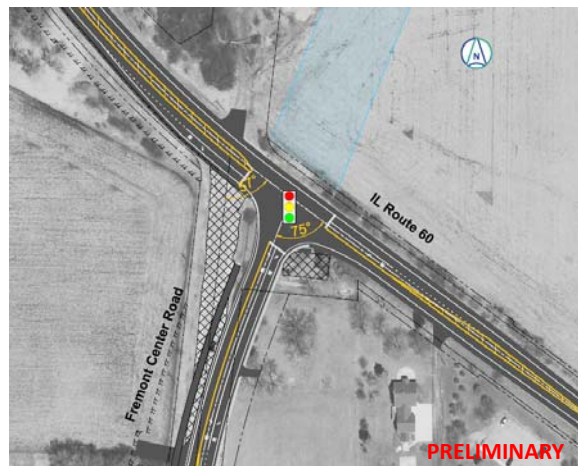
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Intersection Improvement – IL Route 60/Fremont Center Road

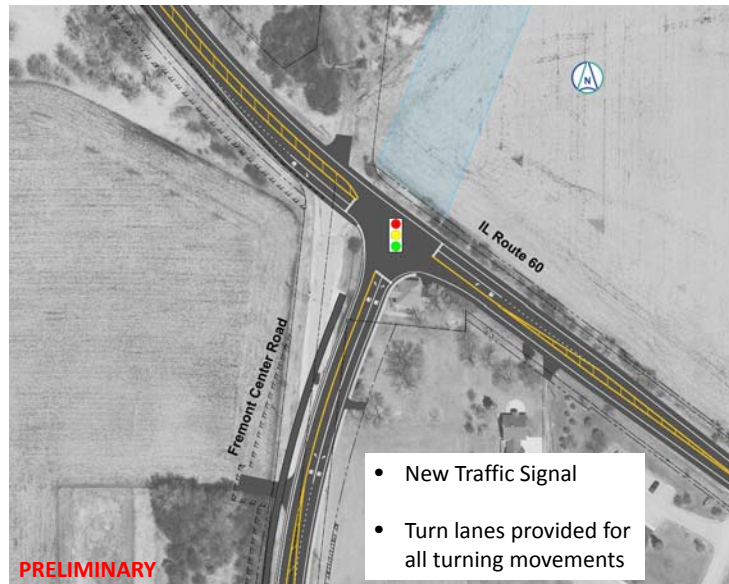


IL Route 60/Fremont Center Road – Key Features

Fremont Center Road re-aligned to intersect IL Route 60 closer to 90 degrees (75° v. 57°)



IL Route 60/Fremont Center Road – Key Features



IL Route 60/Fremont Center Road – Key Features

- New Fremont Center Road alignment matches Future County Roadway Network Preferred Alignment
- Construction Cost Estimate: \$2.7 Million



Future Public Meetings

- Public Hearing – Intersection Improvements at Fremont Center Road and IL Route 60
 - August 22, 2017
 - Fremont Intermediate School
 - 5:00 P.M. – 7:00 P.M.
- Public Hearing - Future County Roadway Network
 - Late 2017

Next Steps

- Intersection Improvement
 - Design Approval – Fall 2017
 - Contract plan preparation and right-of-way acquisition – 2017-2018
 - Construction 2019
- Future County Roadway Network
 - Year 2040 intersection turning movement volumes currently being developed
 - Minor refinements to corridor alignments
 - Analyze intersection treatments for Future County Roadway Network

Questions

Thank you for your participation!